

7-15-2015

McAllister Streetscape Greening 2015

David Seward

Follow this and additional works at: <https://repository.uchastings.edu/lrcp>

Recommended Citation

David Seward, *McAllister Streetscape Greening 2015* (2015).
Available at: <https://repository.uchastings.edu/lrcp/29>

This Article is brought to you for free and open access by the Hastings Archives and History at UC Hastings Scholarship Repository. It has been accepted for inclusion in Long Range Campus Planning Archive by an authorized administrator of UC Hastings Scholarship Repository.



UNIVERSITY OF
CALIFORNIA
HASTINGS

COLLEGE OF THE LAW

McALLISTER STREET UC HASTINGS CAMPUS STREETSCAPE PLAN
PROJECT PROPOSAL
PROGRAMMATIC CATEGORY - PEDESTRIAN SAFETY

Response to the San Francisco County Transportation Authority's
Prop AA Vehicle Registration Fee Call for Projects Part 2 and
Development of Strategic Plan

August 6, 2012

Transmittal Letter

Project Information Form

Supplemental Information

Appendix

UC Hastings Campus Streetscape Plan - Concept Cost Plan
UC Hastings Streetscape Phase IIA - Cost Model Manager
UC Hastings Campus Streetscape Plan Workshop Flyer



McALLISTER STREET UC HASTINGS CAMPUS STREETSCAPE PLAN PROJECT PROPOSAL

Transmittal Letter



University of California
Hastings College of the Law
200 McAllister Street
San Francisco, CA 94102

415.565.4710 (phone)
415.565.4884 (fax)
www.uchastings.edu

José Luis Moscovich, Executive Director
Prop AA Call for Projects - Part 2
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102

Re: Response to Proposition AA Call for Projects: Part 2
Programmatic Category: Pedestrian Safety - McAllister Street UC Hastings Campus Streetscape Plan

Dear Mr. Moscovich,

UC Hastings recognizes the critical importance of a safe, functional, and attractive public realm for those who study, work, and live in the dense and historically underinvested urban environment of the Tenderloin and the adjacent Civic Center area. Accordingly, the UC Hastings Campus Streetscape Plan proposes a general vision to improve pedestrian safety, enhance the pedestrian experience, and increase pedestrian connectivity on the heavily traveled McAllister Street corridor.

UC Hastings retained the San Francisco Department of Public Works in 2010 to develop concept drawings for an enhanced streetscape along the campus perimeter. The UC Hastings Campus Streetscape Plan includes safety improvements such as sidewalk bulbouts, curb ramps, and a traffic island as well as sidewalk replacement and widening, landscaping, public art, and lighting. Two public meetings were held during the Plan's development to gain community input. The UC Hastings Campus Streetscape Plan is based on the recommendations of the Tenderloin-Little Saigon Neighborhood Transportation Study, which also involved an extensive community engagement process, from setting goals, identifying transportation needs and opportunities, and prioritizing projects. The Tenderloin Housing Clinic, a provider of services in the Tenderloin and Little Saigon neighborhood, led the outreach element of the Plan. Additional outreach was provided by the Southeast Asian Community Center and Asian Neighborhood Design. UC Hastings was proud to be an active participant in the process.

UC Hastings has taken substantial steps towards implementing the Campus Streetscape Plan, having completed its first phase (Phase I) in 2009 with sidewalk widening, street tree planting and improved lighting on Golden Gate Avenue (south) between Larkin and Hyde Streets which was done in conjunction with the College's development of a retail and parking facility on Golden Gate Avenue.

At this time, UC Hastings is seeking to partner with the San Francisco County Transportation Authority to implement Phases IIA and IIB of the UC Hastings Campus Streetscape Plan – improvements along McAllister Street (north) between Leavenworth and Hyde Streets and between Hyde and Larkin Streets. Moving forward to the next phases is an unmatched opportunity to dramatically enhance the pedestrian experience on McAllister Street. This heavily travelled artery links the Mid-Market Street area, undergoing substantial revitalization, to San Francisco's Civic Center home of governmental, cultural and educational assets and public open space. The project leverages the financial and project delivery resources of UC Hastings, an institutional partner with deep roots in the community, with support provided by other public and community stakeholders.

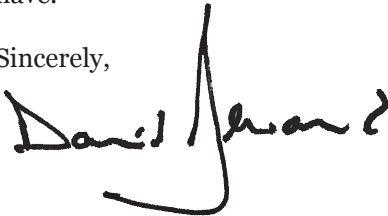
This project is phased into two sub-projects: Phase IIA and IIB. Phase IIA (McAllister between Leavenworth and Hyde) is the priority but if funding were available, also implementing Phase IIB (McAllister between Hyde and Larkin) would be more cost-effective. For Phase IIA, we are requesting a total of \$835,000 in Prop AA funds. This funding would be supplemented by \$514,000 of UC Hastings funding. For Phase IIB, an additional \$835,000 of Prop AA funds is requested. The McAllister Street UC Hastings Campus Streetscape Plan is the only project we are submitting.

In addition to responding directly to the Tenderloin-Little Saigon Neighborhood Transportation Study, the McAllister Street UC Hastings Campus Streetscape Plan is consistent with the objectives of the City and County of San Francisco's WalkFirst and Better Streets Plans, the Central Freeway and Octavia Boulevard Circulation Study, and the Central Market Partnership's Economic Strategy. It also integrates a bike sharing station being developed by the Metropolitan Transit Authority under the San Francisco Regional Bike Sharing program. Further, work proposed for the north side of McAllister between Leavenworth and Hyde will be complemented on its south side by work being performed by the federal General Services Administration (GSA) in conjunction with the renovation of the 50 United Nations Plaza building.

Following the Project Information Form, this proposal includes Supplemental Information describing the plan in more detail and outlining the project's consistency with the screening and prioritization criteria in Attachment 4 of the Call for Projects.

We appreciate the opportunity to submit this proposal and look forward to answering any questions you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "David N. Seward". The signature is fluid and cursive, with a large, sweeping initial "D" and a long, horizontal stroke extending to the right.

David N. Seward
Chief Financial Officer



McALLISTER STREET UC HASTINGS CAMPUS STREETSCAPE PLAN PROJECT PROPOSAL

Project Information Form

**Prop AA Vehicle Registration Fee
Project Information Form
Call for Projects - Part 2**

Project Name:	McAllister Street UC Hastings Campus Streetscape Plan
Project Description:	<p>The McAllister Street UC Hastings Campus Streetscape Plan is comprised of three phases of sidewalk and streetscape improvements surrounding the campus. Phase I of the plan, Golden Gate Avenue (south) between Larkin and Hyde Streets, was completed in 2009. This proposal is seeking Prop AA funding support for the implementation of substantial portions of Phases IIA and IIB, including 100% construction drawings (from 30% drawings to be pre-funded by an advance from UC Hastings) for:</p> <p><u>Phase IIA</u></p> <ul style="list-style-type: none"> • Installation of a traffic island at the northeast corner of the intersection of Leavenworth and McAllister Streets to protect pedestrian safety • Sidewalk widening, pedestrian level lighting, planting, and public art along McAllister Street (north) between Hyde and Leavenworth Streets • A corner bulbout at the northeast intersection of McAllister and Hyde Streets <p><u>Phase IIB</u></p> <ul style="list-style-type: none"> • Sidewalk widening, pedestrian level lighting, planting, and public art along McAllister Street (north) between Larkin and Hyde Streets • A corner bulbout at the northwest intersection of McAllister and Hyde Streets <p>As a public sector partner, UC Hastings proposes to:</p> <ul style="list-style-type: none"> • Advance funding for project design to develop 30% construction drawings for Phases IIA and IIB to be later reimbursed from Proposition AA funds • Fund replacement of the existing deteriorated sidewalk at 100 McAllister on both the McAllister and Leavenworth Street sides of the building • Fund replacement of the existing sidewalk at 198 McAllister Street • Fund building up-lighting and other enhancements on the plaza (also known as "the Beach") and surrounding areas of 198 McAllister Street <p>UC Hastings retained the San Francisco Department of Public Works in 2010 to develop concept drawings for the Campus Streetscape Plan. UC Hastings conducted two public meetings to gain input on the Streetscape Plan and received strong community support. The concept drawings used in that process would form the basis of the construction drawings to be developed as part of this project.</p>
Purpose and Need:	A safe, functional, and attractive public realm is critical to quality of life for those who study, work, and live in the dense urban environment of the Tenderloin/Civic Center area. Accordingly, the UC Hastings Campus Streetscape Plan proposes to improve pedestrian safety, enhance the pedestrian experience, and increase pedestrian connectivity on the heavily traveled McAllister Street corridor. In 2007, the Tenderloin-Little Saigon Transportation Plan called for pedestrian safety improvements along McAllister Street between Market and Hyde Streets and identified the intersection of Leavenworth and McAllister Streets as its top priority. Implementation of Phases IIA and IIB of the UC Hastings Campus Streetscape Plan would provide an unmatched opportunity to address these needs and dramatically enhance the pedestrian experience on McAllister Street, the major artery linking the Mid-Market Street revitalization to San Francisco's Civic Center.
Prop AA Programmatic Category:	Pedestrian Safety
Implementing Agency:	UC Hastings College of the Law
Project Manager:	David Seward, Chief Financial Officer
Phone Number:	415-565-4710
Email:	sewardd@uchastings.edu
Environmental Clearance	
Type:	Categorical Exemption
Status:	
Completion Date:	

Please keep in mind that only design engineering (PSE), construction and related procurement are eligible for Prop AA funds.

Project Delivery Milestones		Status	Work	Start Date		End Date	
Phase	% Complete		In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)				October	2012	December	2012
Environmental Studies (PA&ED)				December	2012	May	2013
Design Engineering (PS&E)				January	2013	June	2013
R/W Activities/Acquisition				TBD			
Advertise Construction				April	2013	June	2013
Start Construction (e.g. Award Contract) IIA				August	2013	November	2013
Start Construction (e.g. Award Contract) IIB				March	2013	June	2013
Start Procurement (e.g. rolling stock)							
Project Completion (i.e. Open for Use) IIA				December	2013		
Project Completion (i.e. Open for Use) IIB				July	2013		

Comments/Concerns

The project Phases IIA and IIB are to be designed, permitted and bid as one package, but built in sequence.

Prop AA Vehicle Registration Fee
Project Information Form
Call for Projects - Part 2

Project Name:	UC Hastings Campus Streetscape Plan
----------------------	-------------------------------------

PROJECT COST ESTIMATE		Funding Source		
Phase	Cost	Prop AA	Prop K	Other
Planning/Conceptual Engineering	\$39	N/A		
Environmental Studies (PA&ED)	\$0	N/A		
Design Engineering (PS&E)	\$154	\$167		
R/W	\$0	N/A		
Construction	\$1,991	\$1,991		
Procurement (e.g. rolling stock)	\$0			
TOTAL PROJECT COST	\$2,184	\$2,184	\$0	\$0
Percent of Total		100%	0%	0%

Verifying a Categorical Exemption designation
DD thru CD, Bid and CA
Assumes no right of way issues
Includes Phases IIA and IIB
None assumed in project

PROJECT EXPENDITURES BY FISCAL YEAR (CASH FLOW) (Info just needed for phase(s) to be funded by Prop AA)

Design Engineering (PS&E)	TOTAL BY PHASE	12/13	13/14	14/15	15/16	16/17
Planning/Conceptual Engineering	\$39	\$39				
Environmental Studies (PA&ED)	\$0					
Design Engineering (PS&E)	\$154	\$154				
R/W	\$0					
Construction	\$1,991	\$1,792	\$199			
Procurement (e.g. rolling stock)	\$0					
TOTAL BY FISCAL YEAR	\$2,184	\$1,985	\$199	\$0	\$0	\$0

PROJECT FUNDING PLAN

Funding Source	Planned	Programmed	Allocated	TOTAL (columns B-D)	12/13	13/14	14/15	15/16	16/17
Prop AA	\$1,670			\$1,670					
Federal Funding									
				\$0					
				\$0					
				\$0					
State Funding									
<i>UC Hastings College of the Law</i>	\$514			\$514					
				\$0					
Local Funding									
				\$0					
				\$0					
				\$0					
TOTAL	\$2,184	\$0	\$0	\$2,184	\$0	\$0	\$0	\$0	\$0

Comments/Concerns

Please see cost estimate documents in the Appendix for more detailed cost rationale.



McALLISTER STREET UC HASTINGS CAMPUS STREETSCAPE PLAN PROJECT PROPOSAL

Supplemental Information

About UC Hastings and its Strategic Plan:

The College was founded in 1878 as the “law department” of the University of California. UC Hastings is the oldest public law school in California. Founded by Chief Justice Serranus Clinton, the College was established by the California Legislature with its own Board of Directors which has operated the College independently of the Board of Regents of the University of California since its founding. The Board of Regents possesses degree-granting authority, but all other aspects of the College are under the control of the UC Hastings Board of Directors. The College is the only stand-alone, public law school in the nation.

The mission of UC Hastings is to provide an academic program of the highest quality based upon scholarship, teaching, and research, to a diverse student body and to assure that its graduates have a comprehensive understanding and appreciation of the law and are well trained for the multiplicity of roles that they will play in a society and profession that are subject to continually changing demands and needs.

UC Hastings’ reputation for academic excellence, its formal affiliation with the University of California (UC), and its location in San Francisco’s Tenderloin/ Civic Center area are major factors contributing to the overall strength of the institution. This intrinsic quality is reflected in the large number of applications received for a very limited number of seats.

In 2011, UC Hastings new Chancellor & Dean, Frank H. Wu, commissioned development of a Strategic Plan to respond to the changed circumstances of legal education. By leveraging our distinctive assets, including our location in San Francisco, a gifted and dedicated faculty and staff, and many loyal and grateful alumni who benefited from a high quality, low-cost education at UC Hastings, we will provide a cutting-edge legal education for 21st century professionals. UC Hastings’ strategic goals related to this proposal are:

- Develop a consistent look and feel of the campus, enhancing its curbside appeal and reinforcing our identity and brand within the Tenderloin and for all who visit the campus.
- Improve our internal space and external landscape to ensure a safe, attractive, comfortable and engaging learning environment.

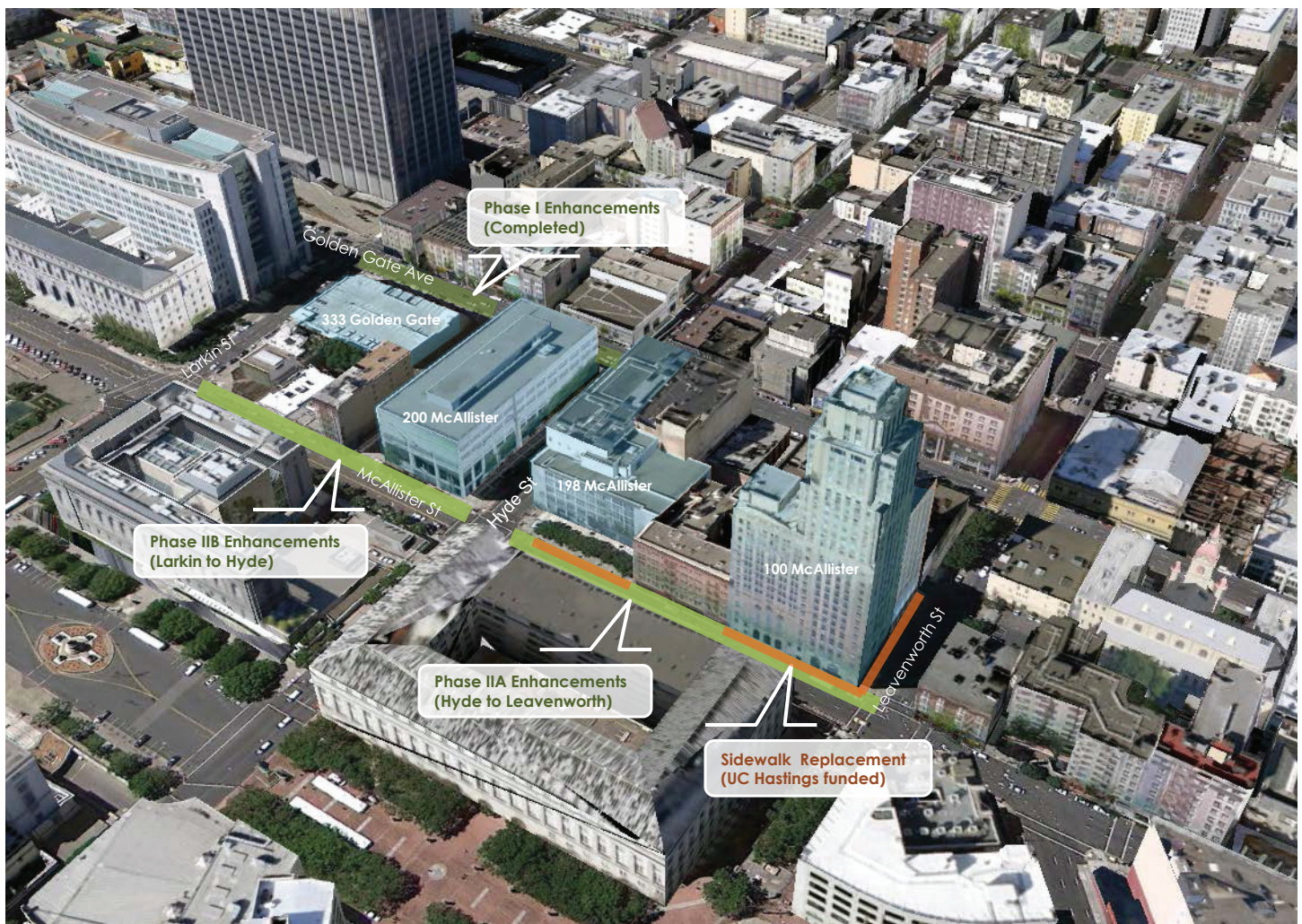
The McAllister Street UC Hastings Streetscape Plan

UC Hastings proposes to partner with SFCTA to implement pedestrian safety and streetscape improvements along McAllister Street (north) between Larkin and Leavenworth. The project would include the following elements:

Partial Sidewalk Replacement – UC Hastings needs to replace hazardous, deteriorated sidewalk sited over basement spaces contiguous to its 100 McAllister Street (McAllister Tower) student housing facility. The replacement of the existing sidewalk and all related costs would be funded by UC Hastings.

Sidewalk Widening and Streetscape Enhancements – With Proposition AA funding, the project could be expanded to include sidewalk widening and streetscape enhancements between Leavenworth and Hyde including:

- Corner bulbouts at the intersection of McAllister and Hyde and a traffic island and curb ramp at the intersection of McAllister and Leavenworth to minimize crossing distances and enhance pedestrian safety



- Pedestrian level lighting to enhance pedestrian safety
- Landscaping with street trees and other plantings to improve the pedestrian experience, better accommodate heavy pedestrian traffic (students, staff, faculty and public), and promote sustainable practices
- Other streetscape improvements (e.g., parklets and public art) to enhance the attractiveness of the public realm and promote school and community pride

UC Hastings engaged the San Francisco Department of Public Works in 2010 to develop concept drawings for the above described streetscape improvements. The recommendations of this effort were compiled into the UC Hastings Campus Streetscape Plan and were shared with the public at two public meetings, April 14, 2010 and June 29, 2010, as well as a presentation made to the Tenderloin Futures Collaborative. The College received strong community support for the plan. A community meeting flyer is included in the Appendix section.

UC Hastings would provide an advance to up-front the cost of bringing DPW's conceptual drawings to 30%, as required by the Prop AA funding guidelines. This cost would be reimbursed to UC Hastings once Proposition AA funds are awarded.

As part of the project, UC Hastings will install building lighting adjacent to College property and agrees to maintain any landscaping installed as part of the work.

The College is also working with the SFMTA to integrate a bike sharing station into the project, which would be funded by a separate funding source with the SFMTA.

The intersection of McAllister and Leavenworth streets is widely acknowledged as being one of the most dangerous in the area, if not the City. In recognition of its heavily travelled and hazardous character, it was identified by the Tenderloin-Little Saigon Neighborhood Transportation Study as a Key Area of Improvement. During UC Hastings' planning for this project, it was noted that DPW's Streets Under Excavation restriction would, under normal circumstances, preclude work elements that involved street excavation until August 2014. The life-safety hazards that this project would mitigate justify waiving a moratorium that would, as an unintended consequence, delay safety improvements for this critical intersection.

The initial concept drawings developed by DPW under UC Hastings contract are included on the following two pages.

Existing Conditions



Many pedestrians on UC Hastings sidewalks are elderly or disabled and would benefit from shorter crossing distances and buffering from vehicles.

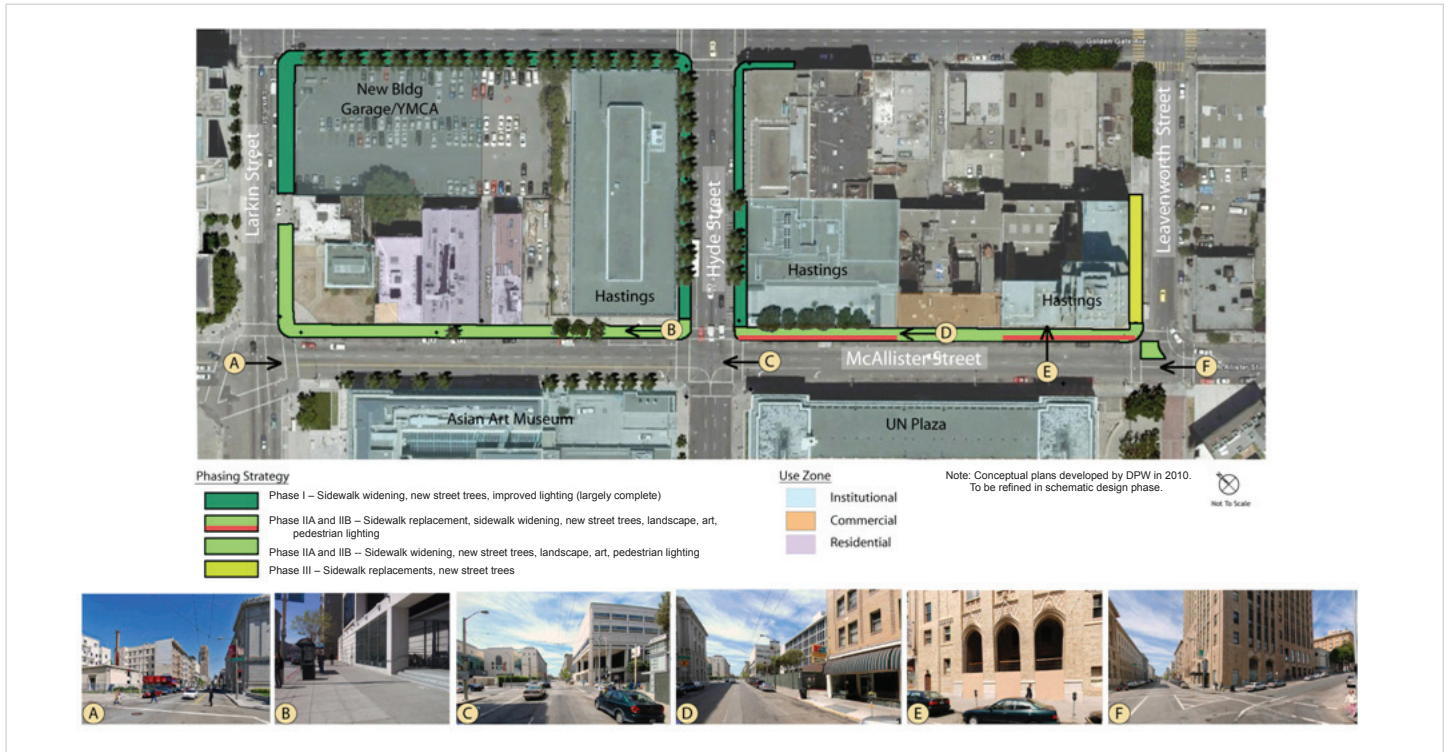


Pedestrians at corner of McAllister and Leavenworth Streets, proposed site of traffic island.

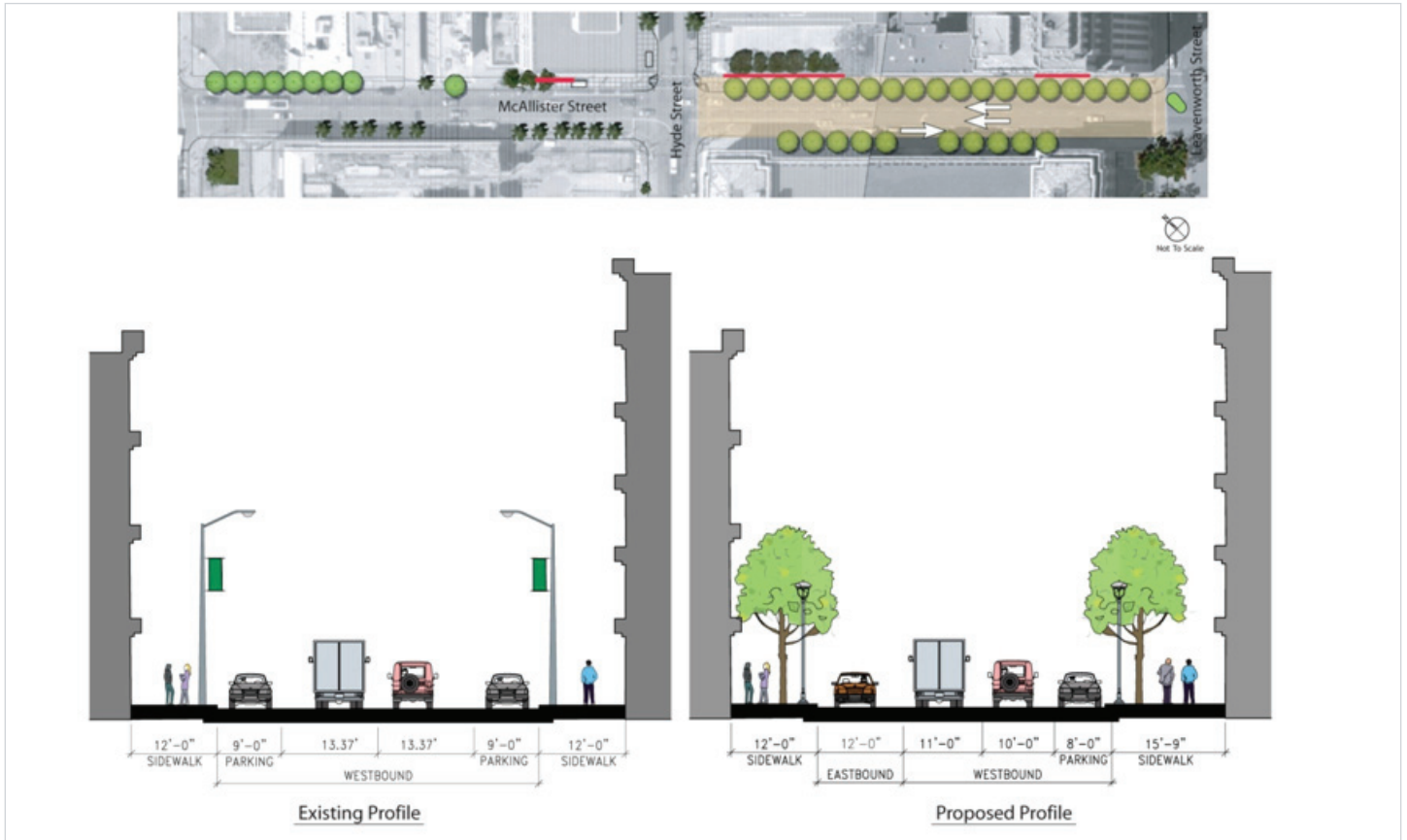


Deteriorated sidewalk at 100 McAllister.

Existing Conditions - Scope of Work



McAllister Two-Way Conversion Opportunities



Landscape & Art Enhancement Opportunities



Edge Treatment



PLANTING EDGE TREATMENT



Ginkgo

TREE SELECTION



Bulbouts @ Hyde Street



PEDESTRIAN ENHANCEMENTS

Consistency with Call for Projects Criteria

Screening

The UC Hastings Campus Streetscape Plan meets the screening criteria listed in Attachment 4 of the Call for Projects.

Eligible administering agency

University of California, Hastings College of the Law (UC Hastings) is an instrumentality of the State of California and was established by statute as the law department of the University of California in 1878. The College is a charter member of the Association of American Law Schools and is fully accredited by the American Bar Association and an initial, provisional accreditation from the Western Association of Schools and Colleges.

Eligible for funding from one or more of Prop AA's three programmatic categories

The UC Hastings Campus Streetscape Plan project meets the Pedestrian Safety eligibility requirements provided in Attachment 1 of the Call for Projects as it involves improvements to the safety and usability of city streets for pedestrians, including shortening of crossing distances, minimizing of potential conflict with cars by giving more space to pedestrians and buffering pedestrians from cars. The project includes several elements from the eligibility description including sidewalk widening and bulbouts, sidewalk repair, and pedestrian lighting.

The Campus Streetscape Plan also promotes pedestrian connectivity along the transit-rich McAllister Street corridor including the Civic Center/UN Plaza Muni/BART station and the burgeoning intermodal transit hub at the intersection of Hyde and McAllister Streets.

Seeking Prop AA funds for design, construction and/or procurement phases only

UC Hastings is seeking funds for design, construction and procurement phases only.

Consistent with the regional transportation plan

The McAllister Street UC Hastings Streetscape Plan is consistent with the goals and principles of the Transportation 2035 Plan for the San Francisco Bay Area, including those of promoting equitable mobility opportunities for all residents, facilitating pedestrian activity to reduce greenhouse gas emissions, and improving infrastructure to enhance health and safety. The UC Hastings campus is located in a Transit-Focused Neighborhood, identified by the Association of Bay Area Governments Priority Development Areas (PDAs) Program.

Consistent with citywide-board adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit friendly housing, employment and services.

Better Streets Plan

The McAllister Street UC Hastings Campus Streetscape Plan supports the vision of the San Francisco Better Streets Plan to “prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life” and create streets that are “memorable, engaging, safe, accessible, healthy, attractive, fun, and convenient.” The Streetscape Plan meets the goals of the Better Streets Plan to maximize the amount of usable pedestrian space along streets, reflect and strengthen neighborhood identity, improve personal security, enhance the City’s ecological health, and facilitate people’s connection to the natural environment. The construction drawings derived from DPW’s conceptual plans will reflect the street design guidelines and best practices identified in the Better Streets Plan.

The Central Market Partnership

The McAllister Street UC Hastings Streetscape Plan is also consistent with the goals of the Central Market Partnership, enhancing and activating the public realm with pedestrian lighting, planting, and public art. The plan’s proposed improvements along McAllister Street would help to connect Civic Center Plaza on Market Street with City Hall Plaza.

Central Freeway and Octavia Boulevard Circulation Study

The San Francisco Central Freeway and Octavia Boulevard Circulation Study, centered on the core transit spines of Market Street and Van Ness Avenue, calls for managing travel demand by providing improved alternatives for travelers in a range of corridors surrounding the study area. The Study promotes a shift of travel to transit and non-motorized modes and encouragement of travelers to “use sidewalks and bicycle facilities as central elements of the transportation network within and through the neighborhood.” The UC Hastings Streetscape Plan is consistent with these goals. In particular, McAllister Street, the focus of the UC Hastings Streetscape Plan, is identified in the Circulation Study as a key east-west corridor north of Market Street targeted for improved transit performance and enhancements to the pedestrian realm. The Study also calls for improved pedestrian conditions on Larkin, Hyde, and Leavenworth Streets.

Civic Center Sustainability District

The McAllister Street UC Hastings Streetscape Plan also builds on the public realm improvements that are contemplated under the Civic Center Sustainability District initiative of the previous administration.

General Prioritization

The UC Hastings Campus Streetscape Plan meets the prioritization criteria listed in Attachment 4 of the Call for Projects.

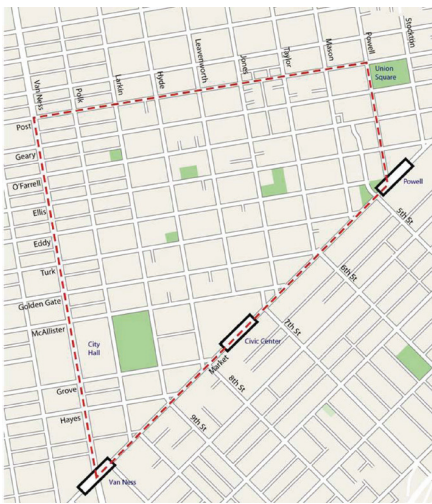
Project Readiness: Construction of the project can begin by June of 2013 and is proposed to be completed in four months.

Relative Level of Need or Urgency: The McAllister Street UC Hastings Streetscape Plan addresses known safety issues identified during the Tenderloin-Little Saigon Transportation Plan process, which determined the intersection of



McAllister and Leavenworth Streets to be a top-priority intersection. This area is characterized by a large proportion of elderly and wheelchair bound residents who would benefit from a curb ramp as well as shorter crossing distances and a traffic island.

Community Engagement/Support: The McAllister Street UC Hastings Campus Streetscape Plan draws on many of the findings and recommendations of the Tenderloin-Little Saigon Neighborhood Transportation Plan, which was adopted by the Metropolitan Transit Authority's Board of Directors in 2007, and identified, prioritized, and developed conceptual cost estimates for near and medium term transportation and access improvements in the Little Saigon and Tenderloin neighborhoods.



A primary finding of the Tenderloin-Little Saigon Community Transportation Study was that "the key pedestrian safety improvement underway at this time focuses on the neighborhood's top priority intersection: McAllister at Leavenworth and 7th Streets. These intersections and the stretch of McAllister Street between Market and Hyde have a number of multimodal transportation needs, pedestrian safety top among them."

Community engagement was integral to the planning process, from setting goals, identifying transportation needs and opportunities, prioritizing projects, and approving a roadmap to implement the projects. The Tenderloin Housing Clinic, a provider of services in the Tenderloin and Little Saigon neighborhood, led the outreach element of the Plan. Additional outreach was provided by the Southeast Asian Community Center and Asian Neighborhood Design. UC Hastings was an active participant in the process.

Building on the Tenderloin-Little Saigon recommendations, the UC Hastings Streetscape Plan process included two community meetings, held on the Hastings campus to gain community input. Flyers were posted within a 1 1/2 mile radius of the campus and emails were sent to surrounding property owners. UC Hastings representatives also presented the Streetscape Plan to the Tenderloin Futures Collaborative. The community meeting flyer is included in the Appendix.

The McAllister Street UC Hastings Streetscape Plan also has the support of the North of Market/Tenderloin Community Benefit District as well as the North of Market Neighborhood Improvement Corporation (Tenderloin Economic Development Project).

Fund Leveraging: As a public sector partner, UC Hastings proposes to allocate \$514,000 to support its portion of the Streetscape Plan, including:

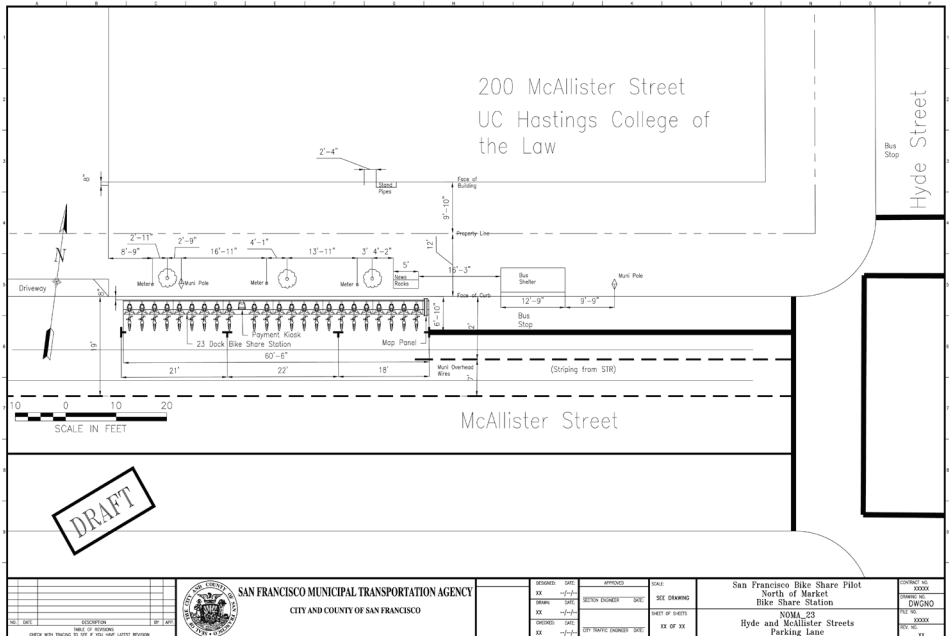
- Advancing funding to develop 30% construction drawings of Phases IIA and IIB
- Replacement of the existing sidewalk at 100 McAllister on the McAllister and Leavenworth Street sides of the building which has deteriorated, creating trip and fall hazards and allowing water seepage to the underlying basement
- Replacement of the existing sidewalk at 198 McAllister
- Building up-lighting and other enhancements on the plaza (also known as "the Beach") and surrounding areas of 198 McAllister.

Implementation of Phases IIA and B of the UC Hastings Streetscape Plan would build upon complementary projects and improvements being undertaken by other City partners.

- ***California Pacific Medical Center Agreement*** – The opportunity exists to coordinate the proposed UC Hastings project with work planned in furtherance of the Tenderloin-Little Saigon Community Transportation Study on Leavenworth Street with funds programmed from the tentative CPMC

agreement.

- **SFMTA Bike Sharing Station** - A regional pilot program led by the Bay Area Air Quality Management District (BAAQMD) in partnership with the SFMTA will site a bike sharing station on McAllister Street (north) in front of Kane Hall (200 McAllister Street) between Larkin and Hyde. The station, currently planned to accommodate 19-23 bike docks, will be one of approximately 50 bike share stations and 500 bikes to San Francisco's downtown core beginning in 2013.



- **50 United Nations Plaza** - The Federal GSA has indicated that they plan to construct streetscape improvements along the south side of McAllister Street between Hyde and Leavenworth as part of the 50 UN Plaza Building renovation project.

Project Delivery Track Record: UC Hastings has considerable in-house project development and management capacity. Examples of recently concluded major projects include:

- **Golden Gate Avenue Parking Garage/Retail Project** - In June 2009, construction of the Hastings retail and parking structure was completed on schedule and under budget. The project involved the construction of a 395-stall, multi-level parking garage with 12,612 rentable square feet of ground-level retail at the southeast corner of Golden Gate Avenue and Larkin Street. The total development cost of the project was \$23.1 million financed through the issuance of tax-exempt bonds issued by Hastings College of the Law. The College is self-operating the facility and the garage is fully operational. The retail space is currently leased to the YMCA of San Francisco, Subway Sandwiches and Philz Coffee.
- **UC Hastings Campus Streetscape Plan (Phase 1)** - In 2009, a sidewalk extension project on Golden Gate Avenue (south) between Larkin and Hyde was completed. The project scope included Muni pole and overhead wire relocations, street light and traffic signal improvements, pedestrian crosswalks, bulbouts and tree planting. UC Hastings worked collaboratively

with SFMTA, DPW and the Bureau of Urban Forestry.

- 200 McAllister Street Renovation – In August 2007, the renovation of 200 McAllister was completed on schedule and on budget. Staff and faculty housed in the 200 McAllister building were relocated to temporary space at other buildings owned by Hastings and leased federal space at 50 UN Plaza to allow for the renovation of this six-floor, 185,000 gross square feet (gsf) structure that houses the law library, administrative functions (student services, procurement, maintenance, etc.), faculty offices, dining commons, reception center, and a bookstore. The total development cost of the project was \$27.5 million funded primarily by the Higher Education Bond Fund of 2002 and private support. The State-funded scope of work included seismic upgrading by bracing the building's steel moment frame and strengthening its foundations, new lighting and ceilings, asbestos floor tile removal and fire/life-safety improvements.

Programmatic Category Prioritization

The UC Hastings Campus Streetscape Plan project meets the Pedestrian Safety programmatic prioritization criteria provided in Attachment 1 of the Call for Projects:

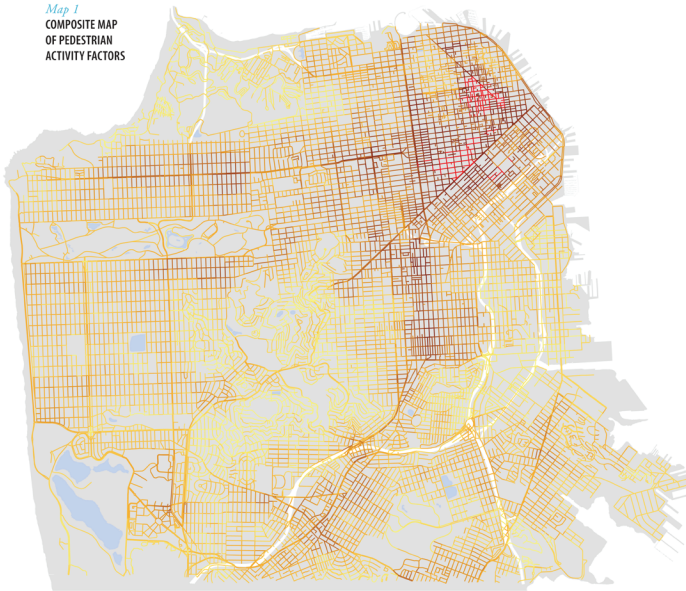
1. Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

The UC Hastings Streetscape Plan involves improvements to the safety and usability of city streets for pedestrians, including shortening of crossing distances, minimizing of potential conflict with cars by giving more space to pedestrians and buffering pedestrians from cars. The project includes several elements from the eligibility description including sidewalk widening and bulbouts, sidewalk repair, and pedestrian lighting.

2. Priority will be given to projects on corridors that are identified through or are consistent with the WalkFirst effort or successor efforts (e.g., pedestrian master plan).

The WalkFirst pedestrian master plan for the City of San Francisco has prioritized the Tenderloin/Civic Center area as a “Key Walking Area” in which “every street is a key walking street.” The plan identifies the UC Hastings campus environs as part of a “High Injury Density Corridor” and a “Key Safety Area” for priority pedestrian safety improvements. Many of the pedestrians who use the stretch of McAllister Street between Leavenworth and Hyde are seniors, youth, and persons with disabilities, all of whom are identified as “vulnerable populations” in the WalkFirst plan, deserving of increased priority for street improvements because they are more dependent on walking and/or transit and are most affected by pedestrian safety. Implementation of the UC Hastings Streetscape Plan would realize improvements on a street which the WalkFirst Plan designated with the highest Street Segment Score.

Map 1
COMPOSITE MAP
OF PEDESTRIAN
ACTIVITY FACTORS



Composite Map:

Category 1: Access / Need to Walk
Category 2: Transit Ridership
Category 3: Density of People
Category 4: Pedestrian Generators
Category 5: Vulnerable Populations
Category 6: Income
Category 7: Street Slope

Street Segment Score

7 - 16
17 - 21
22 - 26
27 - 31
32 - 36
37 - 41
42 - 47
48 - 53
54 - 59
60 - 68

3. Priority will be given to projects that can demonstrate a reduction in a maintenance backlog for a particular project type (e.g., curb ramps, sidewalks, etc.).

UC Hastings proposes to maintain the landscaping that is installed as part of this project.

4. Priority will be given to infrastructure projects that improve access to transit and/or schools.

The UC Hastings Streetscape Plan would promote pedestrian connectivity along the transit-rich McAllister Street corridor and improve access to the transit hub on the west side of Hyde Street, north of McAllister Street, which includes SF Muni and Golden Gate Transit Authority bus stops and the UC Hastings bike storage facility.

The Streetscape Plan would also improve access to and between schools in addition to the 1200 students at UC Hastings located in the general vicinity including:

- De Marillac Academy at 175 Golden Gate Avenue
- C5 Childcare Center at 455 Golden Gate Avenue
- YMCA Youth Programs at 387 Golden Gate Avenue
- Boys and Girls Club at 115 Jones Street
- Art Institute of California, San Francisco at 1170 Market Street
- Wu Yee Childcare Center at 177 Golden Gate Avenue
- Tenderloin Elementary School at 627 Turk Street



McALLISTER STREET UC HASTINGS CAMPUS STREETSCAPE PLAN PROJECT PROPOSAL

Appendix



UC Hastings Campus Streetscape Plan

Concept Cost Plan

August 3, 2012

1900 Powell Street, Suite 470
Emeryville, CA 94608
ph: 510.595.3020
www.mack5.com

CONTENTS**Page**

Commentary

3 - 5

Overall Summary

6

Phase IIA, City of San Francisco

8 - 11

Phase IIA, UC Hastings

13 - 15

project introduction

The UC Hastings Streetscape Plan proposes to improve the pedestrian experience, safety and connectivity through the campus; enhance the open spaces; and promote the use of sustainable streetscape elements.

The Streetscape Project has two phases, both on McAllister Street. This Cost Plan *only* includes Phase IIA (the length between Leavenworth and Hyde) and *not* the length from Hyde to Larkin, Phase IIB. The costs, while summarized in total, are funded separately by Hastings and the City.

The Phase IIA costs are allocated to UC Hastings and the City of San Francisco as follows: UC Hastings costs are identified by the boundary of the work identified as the work necessary to remove and replace the sidewalks adjacent to the UC Hastings properties.

items used for cost estimate

plans and images	June 2012 Campus Streetscape Plan from Community Meeting No. 2
narrative description	July 9, 2012 report: UC Hastings Campus Streetscape Plan
project meetings	Conference call with David Seward, architect and XXX on July 26 to review the scope of work
preliminary cost estimate	Dated 10/8/2012

assumptions

- (a) Construction will start in July, 2013
- (b) A construction period of 4 months
- (c) City of San Francisco and MUNI agencies will be responsible for engineering of the project.

inclusions

site preparation There are a host of existing utilities on the side walk, including street lights, MUNI power support, parking meters, access doors to vaults and basements that will be either relocated, removed altogether or protected in place.

The Cost Plan allows to remove the entire existing sidewalk, curbs and gutters so the finished product is all new work.

The Cost Plan allows for pedestrian and traffic controls during construction.

site improvements Site improvements include complete new sidewalks with cut outs for trees, and bulb outs at both the Hyde and Leavenworth intersections, and limited patching and striping of the existing roadway.

New specimen trees are planted into fresh, amended soils; there is an allowance for a new trellis and planter.

The Cost Plan allows for irrigation of new planting areas.

site mechanical utilities To accommodate the work, catch basins, sewer vents and other mechanical utilities will be relocated, and/or replaced.

site electrical utilities Since the side walk will extend almost four feet into the existing roadway, the existing site utilities, MUNI power supports and street lighting, will be removed and reset and/or replaced.

exclusions

- (a) Hazardous material handling, disposal and abatement other than specifically noted
- (b) Cost escalation beyond a start of July, 2013
- (c) Compression of schedule, premium or shift work, and restrictions on the contractor's working hours
- (d) Project Soft Costs including builder's risk or owner provided insurance, design, planning, or management fees, owner costs, data / telecom systems, and fixtures, furnishings, and equipment
- (e) Granite curbs and gutters
- (f) Relocating any existing sewer or water lines that may be located under the existing sidewalks
- (g) Paving to the center of McAllister and any work into the roadway not specifically included
- (h) Traffic signal relocation

risk register

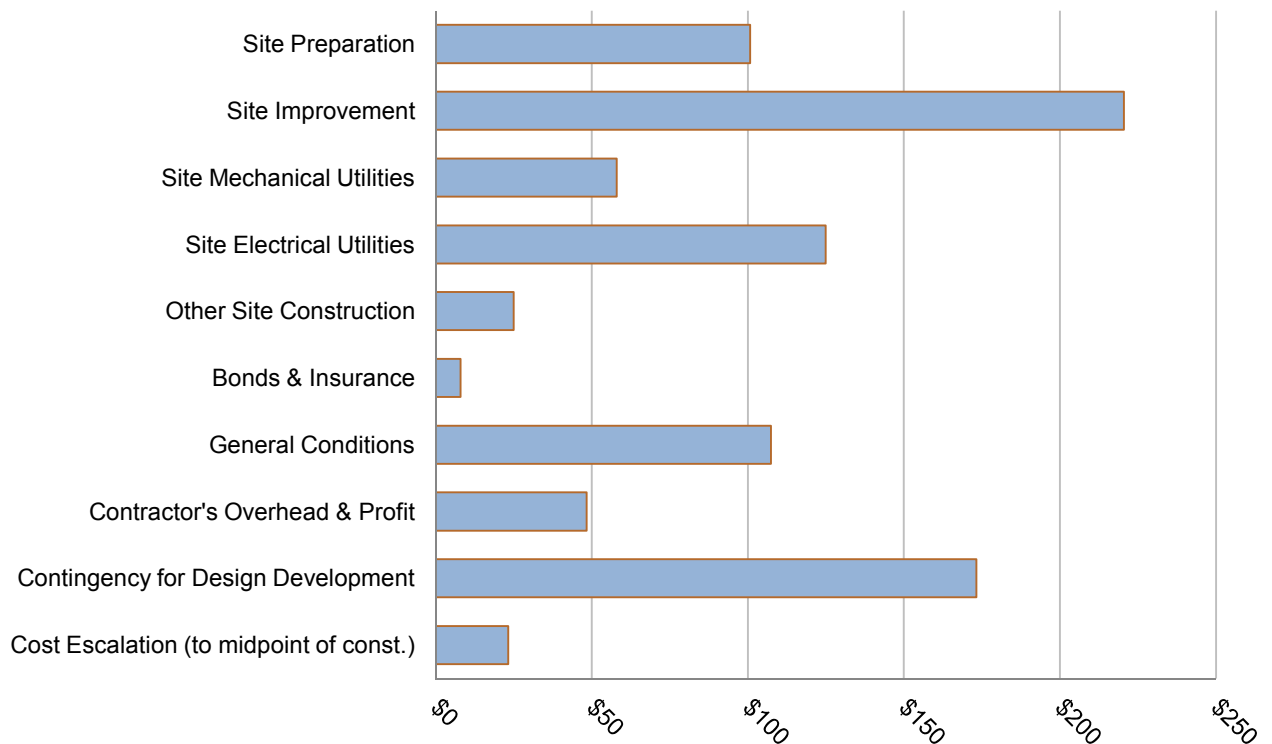
In the course of preparing the Cost Estimate, the following items were noted as areas of possible exposure.

- (a) Given there are no detailed plans for the project, the scope may vary from the assumptions made. As such, all assumptions should be carefully assessed.
- (b) The project is relatively small and the scope limited. Consequently the scope of work, and ultimately any contractor bids may vary widely.
- (c) Current market conditions are driven by ample availability of labor. However, there is a chance that costs will escalate at a rate greater than the 2.5% per annum allowed, resulting in higher cost of work.
- (d) Since this is a remodel project, there may be unforeseen conditions encountered once demolition begins.

CSI UniFormat Summary	5,954 SF	%	\$/SF	\$,000
Site Preparation		11%	\$16.92	\$101
Site Improvement		25%	\$37.02	\$220
Site Mechanical Utilities		7%	\$9.74	\$58
Site Electrical Utilities		14%	\$20.99	\$125
Other Site Construction		3%	\$4.20	\$25
Subtotal - Sitework		59%	\$88.87	\$529
Bonds & Insurance	1.5%	1%	\$1.33	\$8
General Conditions		12%	\$18.04	\$107
Contractor's Overhead & Profit	7.5%	5%	\$8.12	\$48
Subtotal		78%	\$116.36	\$693
Contingency for Design Development	25.0%	19%	\$29.09	\$173
Cost Escalation (to midpoint of const.)	2.7%	3%	\$3.91	\$23
TOTAL CONSTRUCTION BUDGET		100%	\$149.36	\$889

NOTE: Inclusions and Exclusions listed in the Commentary Section.

CSI UniFormat Summary



Concept Cost Plan

Phase IIA, City of San Francisco
UC Hastings Campus Streetscape Plan

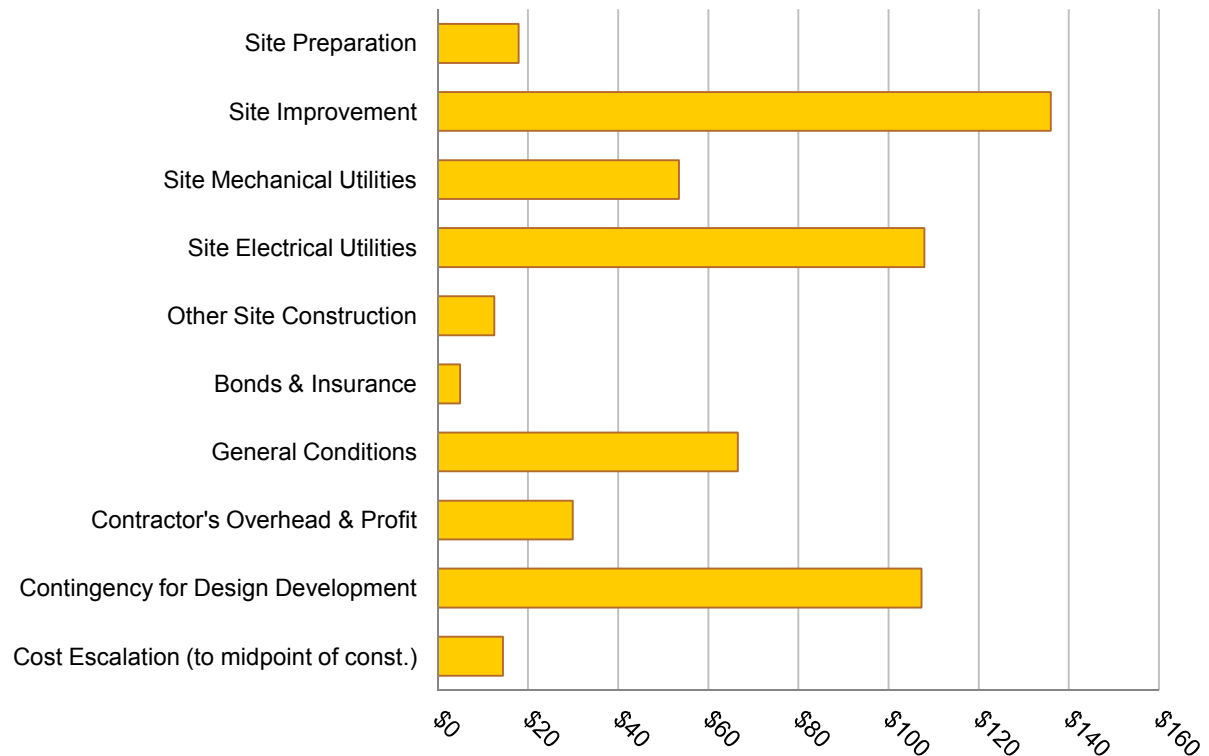
Phase IIA, City of San Francisco Summary
Detailed Cost Breakdown

Job Number: 12355
August 3, 2012

CSI UniFormat Summary	5,954 SF	%	\$/SF	\$,000
Site Preparation		3%	\$3.01	\$18
Site Improvement		25%	\$22.84	\$136
Site Mechanical Utilities		10%	\$8.99	\$54
Site Electrical Utilities		20%	\$18.14	\$108
Other Site Construction		2%	\$2.10	\$13
Subtotal - Sitework		59%	\$55.07	\$328
Bonds & Insurance	1.5%	1%	\$0.83	\$5
General Conditions		12%	\$11.18	\$67
Contractor's Overhead & Profit	7.5%	5%	\$5.03	\$30
Subtotal		78%	\$72.11	\$429
Contingency for Design Development	25.0%	19%	\$18.03	\$107
Cost Escalation (to midpoint of const.)	2.7%	3%	\$2.43	\$14
TOTAL CONSTRUCTION BUDGET		100%	\$92.56	\$551

NOTE: Inclusions and Exclusions listed in the Commentary Section.

CSI UniFormat Summary



SITE PREPARATION	Quantity	Unit	Rate	Total (\$)
Site clearing and demolition				
Sidewalks	1,800	SF	\$8.00	\$14,400
Curb and gutter	150	LF	\$20.00	\$3,000
Access doors	1	EA	\$500.00	\$500
Street lights, to salvage	3	EA	\$1,500.00	\$4,500
Hazardous materials abatement				NIC
Subtotal For Site Preparation:				\$22,400

SITE IMPROVEMENT	Quantity	Unit	Rate	Total (\$)
Vehicular Paving				
Concrete base at roadway	1,868	SF	\$8.00	\$14,944
Asphalt, 2"	1,868	SF	\$4.00	\$7,472
Curb at diverter (Leavenworth/McAllister)	60	LF	\$20.00	\$1,200
Asphaltic patch at new sidewalk	450	LF	\$15.00	\$6,750
Stripping, broken white line	450	LF	\$30.00	\$13,500
Pedestrian Paving				
Concrete sidewalk, 3 1/2"	3,488	SF	\$8.00	\$27,900
Curb and gutter	400	LF	\$25.00	\$10,000
Bulb out, curb ramps, with ADA mat Remove and reinstall or protect	2	EA	\$3,500.00	\$7,000
Mailboxes, trash receptacles, news paper dispensers	3	EA	\$250.00	\$750
Plates, covers, misc	8	EA	\$150.00	\$1,200
Access doors to vaults, basement	1	EA	\$1,500.00	\$1,500
Relocate parking meters	22	EA	\$250.00	\$5,500
Street signage	8	EA	\$350.00	\$2,800

Site Structures

Relocate MUNI bus shelter	1	EA	\$3,500.00	\$3,500
---------------------------	---	----	------------	---------

Landscaping

Specimen trees, 24" box	19	EA	\$1,500.00	\$28,500
Shrubs, 5 gallon	100	EA	\$37.00	\$3,700
Traffic diverter planting	225	SF	\$10.00	\$2,250
Amendment, soils	35	CY	\$65.00	\$2,275
Irrigation	1	LS	\$15,000.00	\$15,000
Miscellaneous	1	LS	\$5,000.00	\$5,000
Landscape maintenance	3	MO	\$1,000.00	\$3,000

Subtotal For Site Improvement:

\$163,741

SITE MECHANICAL UTILITIES

Quantity Unit Rate Total (\$)

Domestic water

Adjust SFWD valves	2	EA	\$50.00	\$100
--------------------	---	----	---------	-------

Fire water

Fire hydrant relocation	2	EA	\$20,000.00	\$40,000
-------------------------	---	----	-------------	----------

Sanitary sewer

Relocate sewer vents to back of curb	2	EA	\$1,500.00	\$3,000
--------------------------------------	---	----	------------	---------

Storm drainage

Relocated storm water catch basins	2	EA	\$3,000.00	\$6,000
Allow for culverts from basins to man holes for storm water	40	LF	\$110.00	\$4,400

Subtotal For Site Mechanical Utilities:

\$53,500

SITE ELECTRICAL UTILITIES	Quantity	Unit	Rate	Total (\$)
Electrical service and distribution				
Relocate MUNI overhead supports	4	EA	\$3,500.00	\$14,000
Site lighting				
Architectural lights at 40' o.c.	13	EA	\$3,500.00	\$45,238
Site communications and security				
Remove and reset traffic signals	2	EA	\$7,500.00	\$15,000
Reset fire alarm pull box	1	EA	\$1,500.00	\$1,500
Pedestrian crossing signal	3	EA	\$750.00	\$2,250
Relocate traffic pull box	2	EA	\$15,000.00	\$30,000
Subtotal For Site Electrical Utilities:				\$107,988

OTHER SITE CONSTRUCTION	Quantity	Unit	Rate	Total (\$)
Service and pedestrian tunnels				
Traffic routing	1	LS	\$7,500.00	\$7,500
Barricades and safety measures	1	LS	\$5,000.00	\$5,000
Subtotal For Other Site Construction:				\$12,500

Concept Cost Plan

Phase IIA, UC Hastings
UC Hastings Campus Streetscape Plan

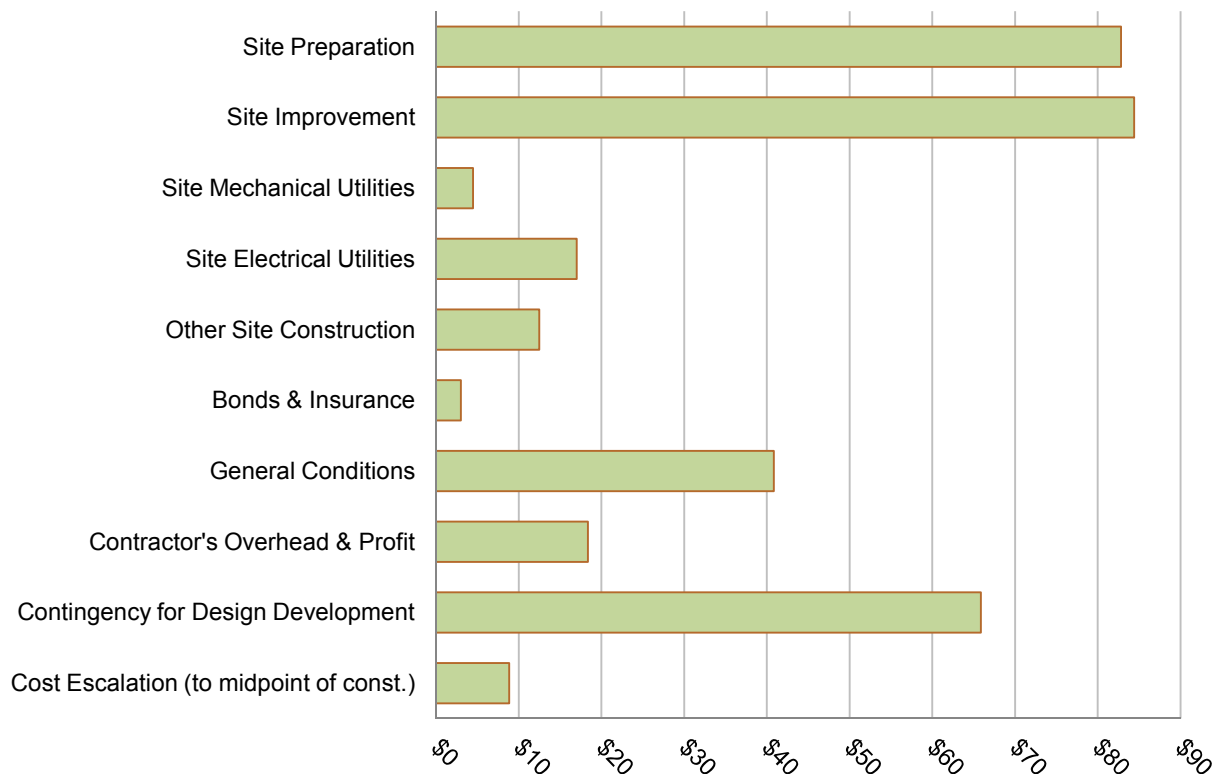
Phase IIA, UC Hastings Summary
Detailed Cost Breakdown

August 3, 2012

CSI UniFormat Summary	5,954 SF	%	\$/SF	\$,000
Site Preparation		24%	\$13.91	\$83
Site Improvement		25%	\$14.18	\$84
Site Mechanical Utilities		1%	\$0.76	\$5
Site Electrical Utilities		5%	\$2.86	\$17
Other Site Construction		4%	\$2.10	\$13
Subtotal - Sitework		59%	\$33.80	\$201
Bonds & Insurance	1.5%	1%	\$0.51	\$3
General Conditions		12%	\$6.86	\$41
Contractor's Overhead & Profit	7.5%	5%	\$3.09	\$18
Subtotal		78%	\$44.25	\$263
Contingency for Design Development	25.0%	19%	\$11.06	\$66
Cost Escalation (to midpoint of const.)	2.7%	3%	\$1.49	\$9
TOTAL CONSTRUCTION BUDGET		100%	\$56.80	\$338

NOTE: Inclusions and Exclusions listed in the Commentary Section.

CSI UniFormat Summary



SITE PREPARATION	Quantity	Unit	Rate	Total (\$)
Site clearing and demolition				
Sidewalks	3,600	SF	\$8.00	\$28,800
Curb and gutter	300	LF	\$20.00	\$6,000
Access doors	1	EA	\$500.00	\$500
Metal superstructure at basement, allow for 33% of sidewalk area	1,188	SF	\$15.00	\$17,820
Hazardous materials abatement				NIC
Subtotal For Site Preparation:				\$53,120
SITE IMPROVEMENT	Quantity	Unit	Rate	Total (\$)
Vehicular Paving				
Driveways	1	EA	\$2,400.00	\$2,400
Pedestrian Paving				
Rebuild metal superstructure at basement, allow for 33% of sidewalk area	1,188	SF	\$25.00	\$29,700
Concrete sidewalk, 3 1/2"	3,600	SF	\$8.00	\$28,800
Remove and reinstall or protect Plates, covers, misc	4	EA	\$150.00	\$600
Access doors to vaults, basement	1	EA	\$1,500.00	\$1,500
Site Structures				
Green sleeve trellis	132	LF	\$225.00	\$29,700
Planter boxes, 18"	132	LF	\$157.50	\$20,790
Landscaping				
Shrubs, 5 gallon	150	EA	\$37.00	\$5,550
Amendment, soils	12	CY	\$65.00	\$780
Vines, shrubs	1	LS	\$10,000.00	\$10,000
Irrigation	1	LS	\$10,000.00	\$10,000
Miscellaneous	1	LS	\$2,500.00	\$2,500
Landscape maintenance	3	MO	\$500.00	\$1,500
Subtotal For Site Improvement:				\$143,820

SITE MECHANICAL UTILITIES	Quantity	Unit	Rate	Total (\$)
Sanitary sewer				
Relocate sewer vents to back of curb	3	EA	\$1,500.00	\$4,500
Subtotal For Site Mechanical Utilities:				\$4,500

SITE ELECTRICAL UTILITIES	Quantity	Unit	Rate	Total (\$)
Site lighting				
Power source for lighting	1	LS	\$7,500.00	\$7,500
Up lighting at granite wall	20	EA	\$850.00	\$17,000
Subtotal For Site Electrical Utilities:				\$24,500

OTHER SITE CONSTRUCTION	Quantity	Unit	Rate	Total (\$)
Service and pedestrian tunnels				
Traffic routing	1	LS	\$7,500.00	\$7,500
Barricades and safety measures	1	LS	\$5,000.00	\$5,000
Subtotal For Other Site Construction:				\$12,500

cost model manager (cmm)

The Cost Model Manager (CMM) includes project costs identified to date including both cost of construction and soft costs. This CMM *is a tool* to establish and manage project costs from inception through commissioning.

The CMM is divided into the separate categories.

Soft costs are apportioned between the San Francisco County Transportation Authority and UC Hastings based on the cost of construction allocated to each entity. Based the cost of construction, the ratio is 62% of soft cost shall be assigned to the City of San Francisco, and 38% assigned to UC Hastings.

Phase IIA includes the full replacement of existing sidewalks between Leavenworth and Hyde, *and* the extension of sidewalk/transportation improvements. Phase IIB includes *only* the extension of sidewalk/transportation improvements with the existing sidewalks to remain.

Phase IIA -Leavenworth to Hyde

PHASE IIA SUMMARY	\$ x 1000			Comments
	UC Hastings College of the Law	San Francisco County Trans Authority	Total	
Phase IIA - 1 Sidewalk in Kind				
Construction Allocation	338	0	338	Based on the mack ⁵ Cost Plan dated August 3, 2012 Pro-rated based on cost of construction
Soft Cost Allocation	176	0	176	
Phase IIA - 2 Transportation Improvements				
Construction Allocation	0	551	551	Based on the mack ⁵ Cost Plan dated August 3, 2012 Pro-rated based on cost of construction
Soft Cost Allocation	0	283	283	
TOTAL PROJECT BUDGET	514	835	1,349	

Phase IIB -Hyde to Larkin

PHASE IIB SUMMARY	\$ x 1000			Comments
	UC Hastings College of the Law	San Francisco County Trans Authority	Total	
Phase IIB - 1 Transportation Improvements				
Construction Allocation	See Above	551	551	Based on identical costs of transportation improvements Phase IIA, less the existing, to remain sidewalks.
Soft Cost Allocation	See Above	283	283	
TOTAL PROJECT BUDGET	0	835	835	

M5-12-355
August 3, 2012

UC Hastings Streetscape
Phase IIA



Cost Model Manager

SUMMARY	Anticipated Cost (AC) 25-Jul-12	Anticipated Cost (AC) \$ / GSF	% of Total Anticipated Cost (AC)	Comments
Design, Planning and Management	137,029	22.84	10%	Architect, engineers, sub-consultants
Construction and Related Costs	1,147,896	191.32	85%	Cost of Construction per mack5 Concept Cost Plan 8/3/2012
Project Contingency	64,246	10.71	5%	Allow 5% of overall costs
TOTAL PROJECT BUDGET	1,349,171	224.86	100%	Based on 6,000 Gross Square Feet

Cost Model Manager

DESIGN, PLANNING & MANAGEMENT	Anticipated Cost (AC) 25-Jul-12	Anticipated Cost (AC) \$ / GSF	% of Category AC	Comments
Landscape Architect	31,920	5.32	23.3%	Allowance
Structural Engineer	15,960	2.66	11.6%	Allowance
Mechanical / Plumbing Engineer	15,960	2.66	11.6%	Allowance
Electrical Engineer	15,960	3	0	Allowance
Low Voltage Systems	7,980	1.33	5.8%	Allowance
Lighting Consultant	7,500	1.25	5.5%	Allowance
Civil Engineer	20,000	3.33	14.6%	Allowance
Waterproofing Consultant	5,000	0.83	3.6%	Allowance
Reimbursable Expense	10,224	1.70	7.5%	Allowance
Allow for Additional Services	6,525	1.09	4.8%	Based on historic reference, appx. 5% of DPM
Total - Design, Planning & Management	137,029	22.84	100%	

Cost Model Manager

CONSTRUCTION COSTS	Anticipated Cost (AC) 25-Jul-12	Anticipated Cost (AC) \$ / GSF	% of Category AC	Comments
Direct Construction	890,000	148.33	78%	Based on Mack5 Concept Cost Plan dated 8/3/12
Hazardous Material Removal	0	-	0%	Assume no hazardous materials
Hazardous Soils Remediation	0	-	0%	Assume no hazardous soils
Contractor Labor & Performance Bond	10,488	1.75	1%	
Mock Ups	1,500	0.25	0%	Allowance for mock ups for concrete walks, curb and gutter
Permits				
Building Permit	27,360	4.56	2%	Allow 3% of Construction
Street Space permit	25,000	4.17	2%	Allowance to be confirmed
Public Art	0	-	0%	Assume none required
Utility Fees				
Sewer / SFMUD Water	25,000	4.17	2%	Allow for engineering fees, supervision
PG&E	0	-	0%	Assume no involvement from PG&E
Fire	15,000	2.50	1%	Allow for engineering and supervision of hydrant moves
Cable/Telecommunications	5,000	0.83	0%	Allow for service providers efforts
Insurance - Builder's Risk	5,928	0.99	1%	Based on historic reference, approximate 0.65% of construction
Testing & Inspections	9,120	1.52	1%	Based on historic reference, approximate 1% of construction
Allow for Change Orders	133,500	22.25	12%	Allow for 15% of Construction Costs for change orders during construction
Total - Construction Costs	1,147,896	191.32	100%	

UC HASTINGS

CAMPUS STREETSCAPE PLAN WORKSHOP



COMMUNITY MEETING#2

JOIN NEIGHBORS, MERCHANTS, ADVOCATES,
AND CITY STAFF IN REFINING IDEAS FOR THE
IMPROVEMENT OF THE UC HASTINGS CAMPUS

STREETSCAPE AGENDA:

- RESULTS OF WORKSHOP #1
- CONCEPTUAL MASTER PLAN FOR
UC HASTINGS CAMPUS

STREETSCAPE WORKSHOP 2

TUESDAY, JUNE 29, 2010

1:00 PM TO 2:30PM

UNIVERSITY OF CALIFORNIA
HASTINGS COLLEGE OF THE LAW
ALUMNI RECEPTION CENTER
200 McALLISTER, FLOOR 2
McALLISTER ST & HYDE ST

WHEELCHAIR ACCESSIBLE ENTRANCE ON HYDE ST

For more information concerning meeting access and accommodations, or if you wish to comment, but are unable to attend our meetings, please contact us at (415) 558-4045 or e-mail us at Kris.Opbroek@sfdpw.org.



***Tell Us What
You Think!***

Call 558-4045

or email

Kris.Opbroek@sfdpw.org